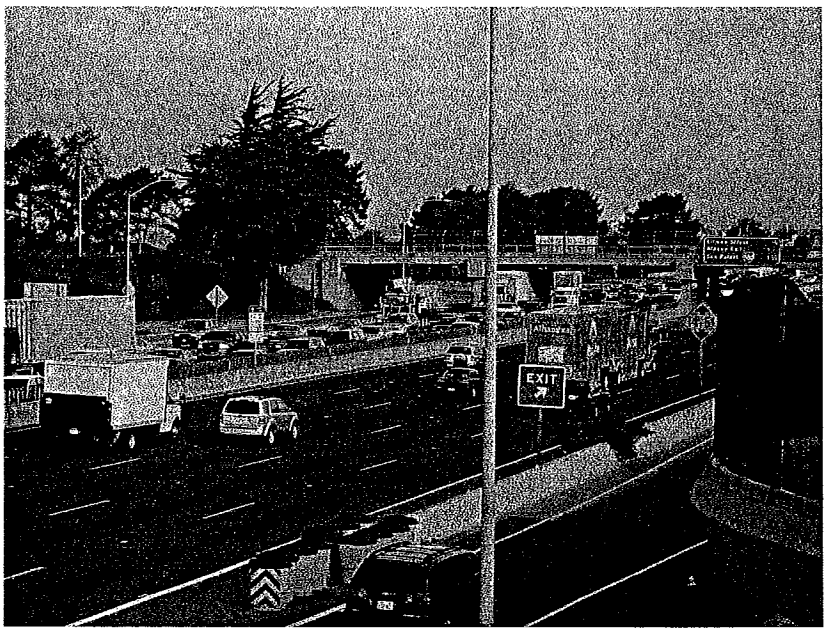
Fact Sheet
Interstate 80 Corridor System Management Plan

Interstate 80 CSMP:



Interstate 80 is a major east-west freeway connecting San Francisco to Solano County (and beyond), passing through Alameda County and Contra Costa County. The corridor has ranked as the most congested corridor in the entire San Francisco Bay Area during the last six years. Currently, the demand on the freeway exceeds the roadway capacity, causing unreliable travel times, erratic operating speeds, breakdowns, as well as diversion to the local arterials. The congestion on the roadway network contributes to an increase in incident rates, including rear-end accidents on both freeway and local arterials. These contribute to delays for transit services operating along the corridors. The combined effect of the incidents and the congestion hinders efficient response times and creates additional secondary incidents. CSMP solutions will create improved, integrated corridor mobility that is equitable for all users, and will maximize the efficiency of the entire system.

Understanding CSMPs

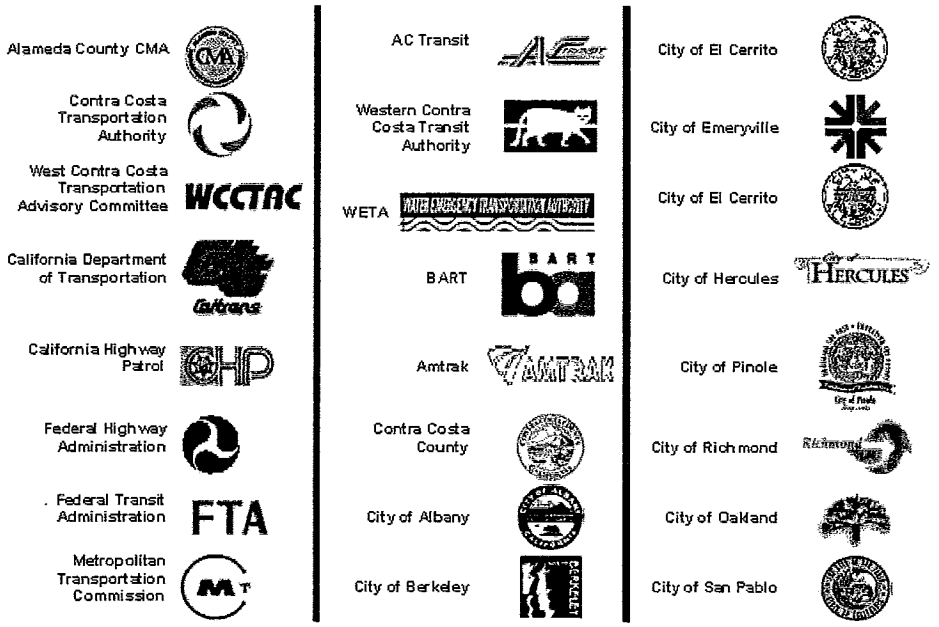
A CSMP responds to the following questions:

- How is a corridor performing?
- Why is it performing that way?
- What strategies and improvements best address the problems?

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) required Corridor System Management Plans (CSMPs) be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA - created by the passage of Proposition 1B in Nov. 2006).

Corridor Area and Partner Agencies

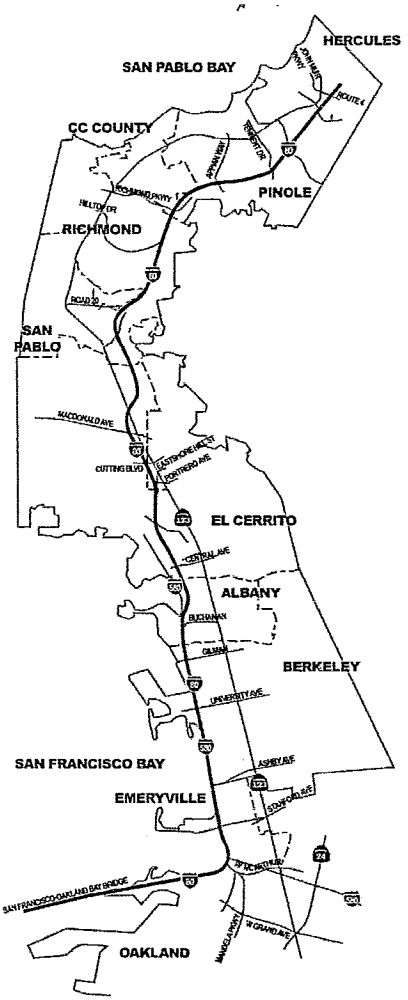


Caltrans is working in partnership with local agencies and groups to develop a Corridor System Management Plan (CSMP) for the I-80 Corridor, covering the freeway and important arterials from the Carquinez Bridge in Contra Costa County to San Francisco Bay Bridge in Alameda County.

The I-80 CSMP is expected to be completed by Fall 2009. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, the Alameda County Congestion Management Agency (ACCMA), the Contra Costa Transportation Authority (CCTA) and the West Contra Costa Transportation Advisory Committee (WCCTAC); all the agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

Corridor Specific Issues

- Major commuter route for people in Solano, Contra Costa, and Alameda counties to jobs in San Francisco and Oakland, major economic centers.
- Direct connection to the Port of Oakland.
- Ranked as the most congested corridor in the Bay Area during the last six years.
- The demand on the freeway exceeds the capacity.



Steps in I-80 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor (January 2008)
- Identify Existing Corridor Performance and Current Corridor Management Strategies (December 2008)
- Complete Corridor Performance Assessment and Identify Potential Strategies (March 2009)
- Complete Evaluation of Potential Strategies (August 2009)
- Complete Draft CSMP (September 2009)
- Adopt Final CSMP (December 2009)

These dates are based on the CSMP Milestones for CMIA and SR-99 Bonds as of 041309

Congested Locations (2008) for Interstate 80

Morning Peak-Period

1. Westbound I-80 from Powell Street to Bay Bridge metering lights – 7,800 VHD*
2. Westbound I-80 from Central Avenue to Powell Street – 340 VHD
3. Westbound I-80 from Route 4 to Central Avenue – 2,090 VHD

Evening Peak-Period

4. Eastbound I-80 from MacArthur Maze to east of University Avenue – 1,030 VHD
5. Westbound I-80 from Gilman Street to MacArthur Maze – 2,240 VHD
6. Eastbound I-80 from Central Avenue to Route 4 – 1,760 VHD

Source: State of the System 2009
**VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed fails below 35 mph for 15 minutes or more.*

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement projects on the I-80 corridor:

- I-80 Integrated Freeway/Local Road Management - Carquinez to Bay Bridge

Caltrans District 4 is the lead on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

Fact Sheet

INTERSTATE 880 corridor system management plan

Steps in I-880 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor **(Feb. 2007)**
- Identify Existing Corridor Performance and Current Corridor Management Strategies **(Oct. 2009)**
- Complete Corridor Performance Assessment & Identify Potential Strategies **(March 2009)**
- Complete Evaluation of Potential Strategies **(June 2009)**
- Complete Draft CSMP **(Sept. 2009)**
- Adopt Final CSMP **(Dec. 2009)**

Interstate 880 CSMP: Connecting the Bay Area

Interstate 880 connects the San Francisco-Oakland Bay Bridge with Silicon Valley, serving Port of Oakland, Oakland International Airport, Mineta International Airport in San José, and about ten eastern Bay Area cities. I-880 also provides a critical link for the movement of goods between the Central Valley and Port of Oakland north of the I-2[illegible]580 Corridor interchange. On its southern end, the I-880 carries commuters to and from work [illegible] "high-tech capital of the world."

Understanding CSMPs

A CSMP responds to the follo[illegible]g ques[illegible]ns:

- **How is a corridor performing?**
- **Why is it perform[illegible]g t[illegible]way?**
- **What strategies an[illegible]mpr[illegible]s best address the problems?**

The need f[illegible] pre[illegible]ring CS[illegible]Ps is based on the need to efficiently and effectively use all transportati[illegible] modes, [illegible]d facili[illegible]s in congested corridors so as to maximize mobility, improve safety and re[illegible]e de[illegible]. Each CSMP will address highways, local parallel roadways, regional transit se[illegible]es and other regional modes pertinent to corridor mobility.

The Ca[illegible]rnia [illegible]nsportation Commission (CTC) required Corridor System Management Plans (CSMPs) [illegible] developed for corridors within which projects are funded from the Corridor Mobility Improvem[illegible]t Account (CMIA – created by the passage of Proposition 1B in November 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a Corridor System Management Plan (CSMP) for the 42-mile long I-880 Corridor, which begins at the I-280 interchange in Campbell, and ends in Oakland near the San Francisco-Oakland Bay Bridge.

The I-880 CSMP is expected to be completed by Fall 2009. Its recommendations will then be considered in the transportation planning processes that are conducted by Caltrans, the Metropolitan Transportation Commission (MTC) and the Alameda County Congestion Management Agency (ACCMA); all agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

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Fact Sheet

INTERSTATE 880 corridor system management plan

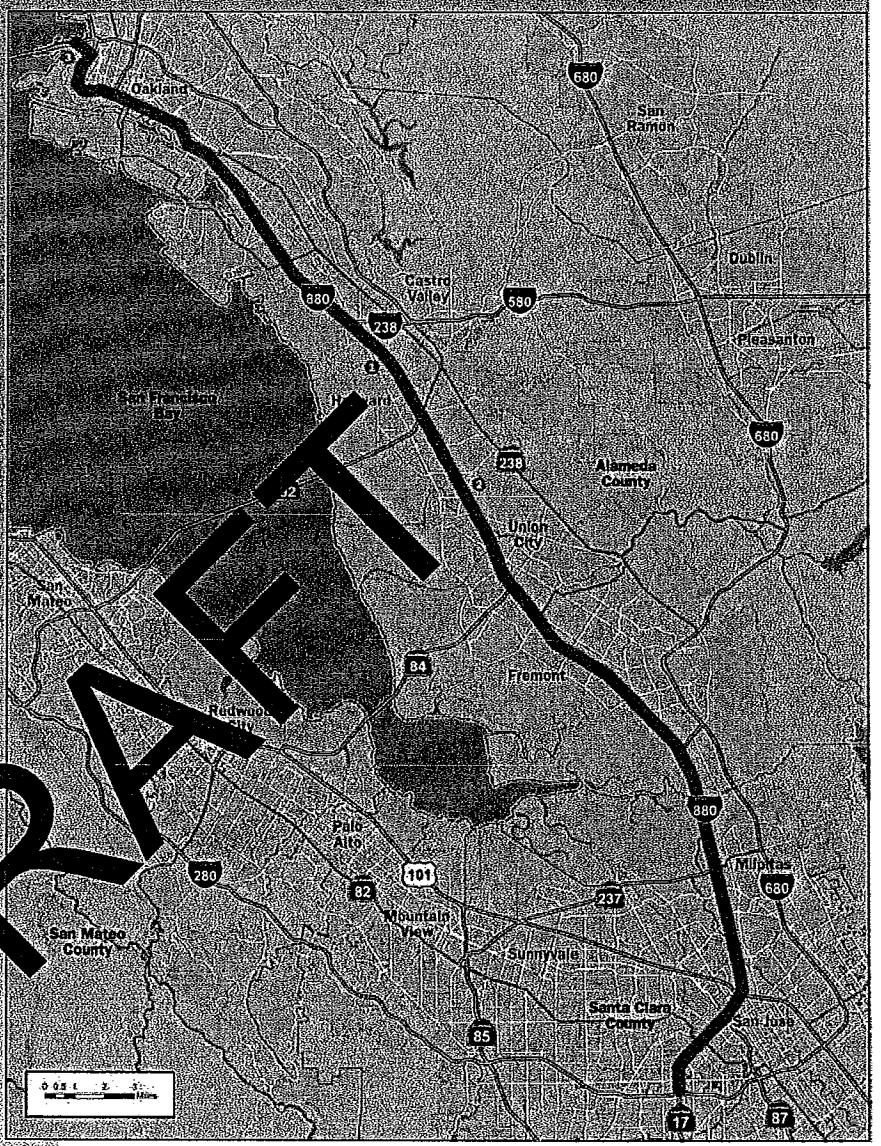
Congested Locations (2007) for Interstate 880

Morning Peak-Period
❶ South Bound I-880 Marina Boulevard to south of Industrial Parkway — 3,790 VHD*

Evening Peak-Period
❷ North Bound I-880 Decoto Road to Alvarado-Niles Road, and Whipple Road and Industrial Blvd. to Tennyson Road — 2,880 VHD*

Morning Peak-Period
❸ South Bound I-880 North of West Grand Avenue to Maritime Street from I-680 to Route 12 East — 2,450 VHD*

Source: State of the System 2008
** VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.*



The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement project on the I-880 Corridor:

- SB HOV Lanes SR-237 to US-
- SB HOV Lane from Marina to Hege[illegible]

Caltrans District 4 is the lead on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

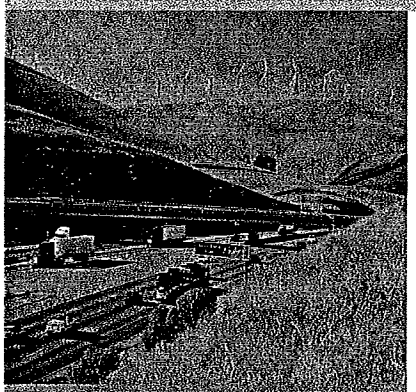
Corridor Specific Issues

- Key international trade corridor (Port of Oakland and commercial airports in Oakland & San José)
- Second highest 5-axle truck volume in the region
- Commuter link between employment centers in Silicon Valley/ East Bay and Tri-Valley housing
- Urban freeway with corridor-wide traffic generators: event/retail venues, industry and residential areas
- Central Business Districts for two of the largest cities in California at each end
- Transbay traffic collector from three bridges: the Bay (I-80), San Mateo (SR-92), and Dumbarton (SR-84)

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at erik_alm@dot.ca.gov

Fact Sheet

INTERSTATE 580 EAST corridor system management plan



Steps in I-580 East CSMP Development Process

- Identify Stakeholder Team and Describe Corridor **(Jan. 2008)**
- Identify Existing Corridor Performance and Current Corridor Management Strategies **(Sept. 2008)**
- Complete Corridor Performance Assessment & Identify Potential Strategies **(March 2009)**
- Complete Evaluation of Potential Strategies **(June 2009)**
- Complete Draft CSMP **(Sept. 2009)**
- Adopt Final CSMP **(Dec. 2009)**

Interstate 580 East CSMP: Vital Corridor with Interregional Significance

I-580 is the primary east/west route connecting the Bay Area with Tri-Valley housing, Central Valley commerce, and access to the I-5 freeway to transport goods south to Los Angeles. It also serves as a significant regional and interregional commuter route. With connections to the broader interstate network, I-580 is a major gateway for goods movement into and out of the Bay Area's five seaports, three commercial airports, and four rail freight terminals, as well as a primary route for eastbound travelers destined for the Sierra and Southern California. The high volume of regional and interregional commuter and freight traffic in the corridor create ongoing operational challenges that will be addressed by the CSMP.

Understanding CSMPs

A CSMP responds to the following questions:

- **How is a corridor performing?**
- **Why is it performing that way?**
- **What strategies and improvements best address the problems?**

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) required Corridor System Management Plans (CSMPs) be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA - created by the passage of Proposition 1B in Nov. 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a Corridor System Management Plan (CSMP) for the Interstate 580 East (I-580) Corridor, which runs from the San Joaquin/ Alameda County line to the I-580/I-238 split and continues along I-238 to the I-880/ I-238 interchange.

This first-generation I-580 CSMP is expected to be completed by Fall 2009. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans and the Alameda County Congestion Management Agency (ACCMA); all the agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

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Fact Sheet

INTERSTATE 580 EAST corridor system management plan

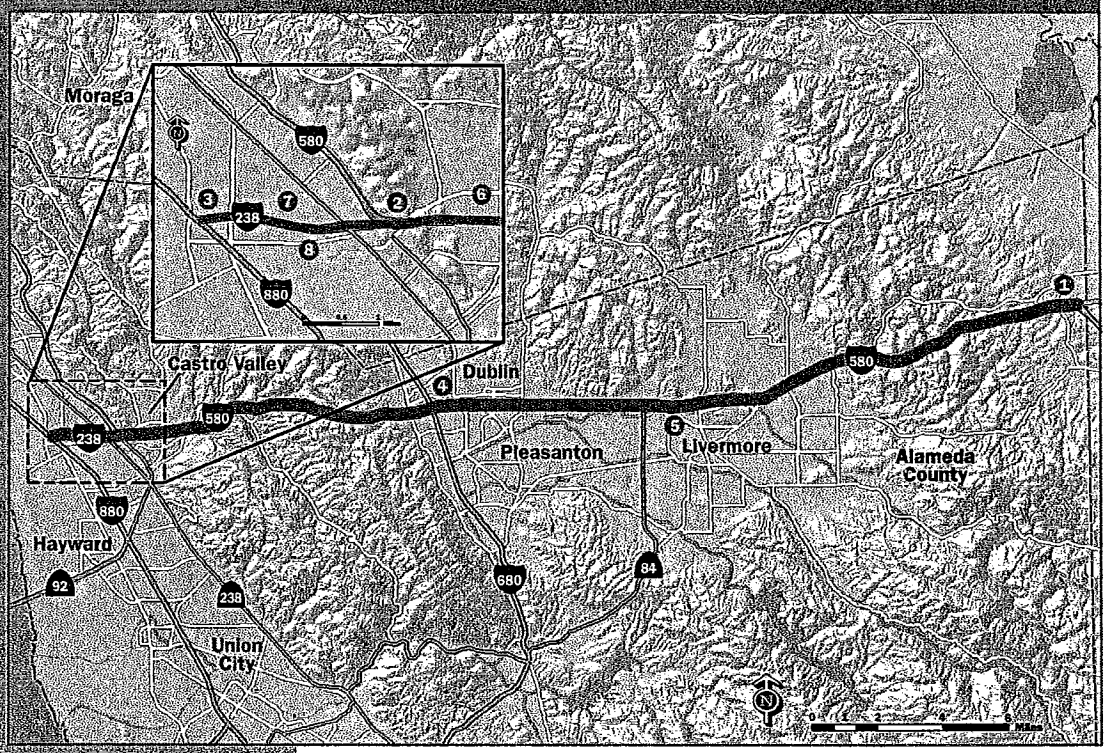
Congested Locations (2007) for I-580 East Corridor

Morning Peak-Period

1. West Bound I-580 from I-205 to Hacienda Dr. — 5,120 VHD*
2. West Bound I-580 from Center St. to Route 238 — 1,290 VHD
3. I-238 at I-880 — 340 VHD
4. West Bound I-580 west of Hacienda Dr. to Hopyard Rd. — 190 VHD

Evening Peak-Period

5. East Bound I-580 from I-680 to Greenville Rd. — 7,410 VHD
6. West Bound I-580 from Castro Valley Blvd. to west of Strobridge Ave. — 510 VHD
7. North Bound I-238 at I-580 to I-880 — 420 VHD
8. South Bound I-238 from I-880 to Castro Valley Blvd. — 220 VHD



Source: State of the System 2008

** VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.*

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement projects on the I-580 East corridor:

- A west-bound High Occupancy Vehicle (HOV) lane from Greenville Road in Livermore to Foothill Road in Pleasanton
- An east-bound High Occupancy Vehicle (HOV) lane from Hacienda Drive in Pleasanton to Greenville Road in Livermore
- Improvements to the SR 84/ I-580 interchange

Caltrans District 4 is the lead on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

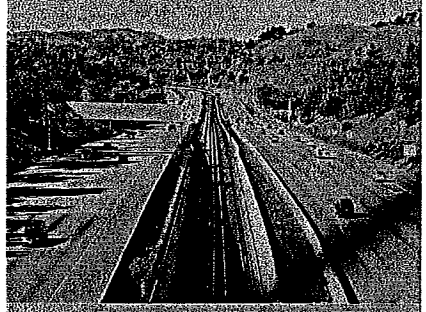
Corridor Specific Issues

- Major route for the movement of goods and freight into and out of the Bay Area region.
- Many segments are ranked as among the most congested in the Bay Area during peak hours.
- Serves as a major transportation corridor between the Bay Area and Central Valley regions.
- High volume of regional and interregional commuter/freight traffic create operational challenges.

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at erik_alm@dot.ca.gov

Fact Sheet

STATE ROUTE 24 corridor system management plan



Steps in State Route 24 CSMP Development Process

- Identify Stakeholder Team and Describe Corridor **(Jan. 2008)**
- Identify Existing Corridor Performance and Current Corridor Management Strategies **(Sept. 2008)**
- Complete Corridor Performance Assessment & Identify Potential Strategies **(March 2009)**
- Complete Evaluation of Potential Strategies **(June 2009)**
- Complete Draft CSMP **(Sept. 2009)**
- Adopt Final CSMP **(Dec. 2009)**

State Route 24 CSMP: A Regional Gateway Connecting Contra Costa and Alameda County

State Route 24 provides a regional connection between Contra Costa and Alameda counties; it features the Caldecott Tunnel which functions as a regional gateway between I-680 to the east and I-80 and I-580 to the west.

The Alameda County portion of State Route 24 is approximately 6.24 miles long. It begins at I-580 in Oakland, crossing State Route 13 before ending at the Alameda/Contra Costa County line. The Contra Costa portion is approximately 9.14 miles long. It begins at the Alameda/Contra Costa County line and terminates at I-680 in Walnut Creek.

Understanding CSMPs

A CSMP responds to the following questions:

- **How is a corridor performing?**
- **Why is it performing that way?**
- **What strategies and improvements best address the problems?**

The need for preparing CSMPs is based on the need to efficiently and effectively use all transportation modes and facilities in congested corridors so as to maximize mobility, improve safety and reduce delay costs. Each CSMP will address highways, local parallel roadways, regional transit services and other regional modes pertinent to corridor mobility.

The California Transportation Commission (CTC) required Corridor System Management Plans (CSMPs) be developed for corridors within which projects are funded from the Corridor Mobility Improvement Account (CMIA – created by the passage of Proposition 1B in November 2006).

Corridor Area and Partner Agencies

Caltrans is working in partnership with local agencies and groups to develop a Corridor System Management Plan (CSMP) for the SR 24 Corridor, which begins at the I-580/I-980 interchange and traverses eastward, terminating at I-680 in Walnut Creek.

The SR 24 CSMP is expected to be completed by Fall 2009. Its recommendations will then be considered in the transportation planning processes that are conducted by the Metropolitan Transportation Commission (MTC), Caltrans, the Alameda County Congestion Management Agency (ACCMA), and the Contra Costa Transportation Authority (CCTA); all agencies that are responsible for funding and implementing regional and interregional-scale transportation projects.

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Fact Sheet

STATE ROUTE 24 corridor system management plan

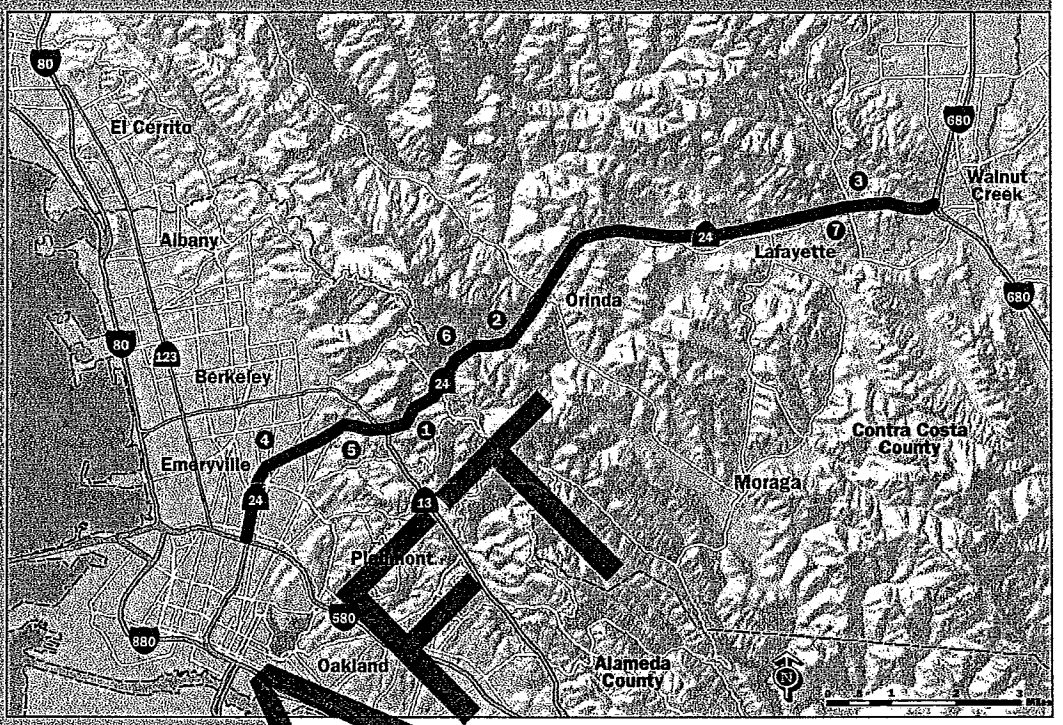
Congested Locations (2007) for State Route 24

Morning Peak-Period

1. East Bound SR 24 from SR 13 to Caldecott Tunnel — 1,080 VHD*
2. West Bound SR 24 from Camino Pablo to Gateway Blvd — 280 VHD
3. West Bound SR 24 from I-680 to East of Laurel Drive — 220 VHD
4. West Bound SR 24 from SR 13 to West Telegraph Avenue — 170 VHD

Evening Peak-Period

5. East Bound SR 24 from I-580 to Orinda — 2,500 VHD
6. West Bound SR 24 from Orinda to Caldecott Tunnel — 1,280 VHD
7. East Bound SR 24 from Acalanes to I-680 — 660 VHD



Source: State of the System 2008

** VHD stands for Daily Vehicle Hours of Delay. Delay occurs when average travel speed falls below 35 mph for 15 minutes or more.*

The CSMP requirement is noted in the Baseline Agreements of all projects receiving CMIA funding. CMIA funds have been allocated for the following improvement project on the SR 24 Corridor:

- Caldecott Tunnel 4th Bore

Caltrans District 4 is the lead on CSMP development in cooperation with regional and local transportation partners and stakeholders. Progress on CSMP milestones is monitored by the CTC-appointed CMIA Delivery Council.

Corridor Specific Issues

Key regional commuter route

- Caldecott Tunnel functions as regional gateway
- Officially designated Scenic Highway
- Entire length of corridor served by BART

For questions regarding the CSMP, please contact D4 Senior Transportation Planner **Erik Alm** at 510-286-6053 or email at erik_alm@dot.ca.gov